



## For Sale.

MacEWEN, FRICKEL & Co.  
HAVE RECEIVED FOR SALE  
Ex recently arrived Mail and  
other Steamships.

AMERICAN AND ENGLISH  
GROCERIES,  
FRESH SUPPLIES RECEIVED BY EVERY  
MAIL.

APPLES, Green and Dried.  
MOLASSES, Canned and Bottled.  
EASTERN CREAM CHEESE.  
BEEF MEAL, BUCKWHEAT.  
INDIAN CORN MEAL, OATMEAL.  
CRACKED WHEAT, HOMINY.  
ASSORTED JELLIES in Glass Jars.  
NUTS—BARCELONA, BRAZIL,  
SHELLBACK ALMONDS,  
PECAN, WALNUTS  
and PEANUTS.

GREEN TURTLE, 1lb. and 2lb. Cases.  
RUSSIAN CAVIAR.

OX-TONGUES, Smoked and Pickled.  
OYSTER CHOWDER.  
EAGLE BRAND CONDENSED MILK.  
RICHARDSON & ROBIN'S DEVILLED  
MEATS.  
ITALIAN PASTES, MACARONI and  
VERMICELLI.  
EASTERN BAMS and BACON.  
SMOKED SALMON.

CALIFORNIA  
CRACKER  
COMPANY'S BISCUITS.  
Alphabetical BISCUITS.  
Soda CRACKERS.  
Water BISCUITS.  
Ginger CAKES.  
Milk BISCUITS.  
Oyster BISCUITS.

HORSE RADISH in Bottles.  
Soused Lamb's TONGUES.  
Soused Pig's FEET.  
Strained and Cured HONEY in Bottles.  
Family Pig PORK in Kegs.  
Family-Mass BEEF in Kegs.  
No. 1 Boston MACKEREL in Kins.  
Salmon BELLIES in Kins.  
Paragon MACKEREL in Tins.  
English BRAWN.  
Compressed OX-TONGUE.  
Compressed CORNED BEEF.  
Cutting's Dessert FRUITS in 2½lb Cases.  
Assort. Canned VEGETABLES.  
MINCEMEAT.  
SAusage MEAT.  
Assorted SOUPS.  
Stuffed PEPPERS.  
Queen's OLIVES.  
Assorted PICKLES.

California CANDIES.  
The American BROILER.  
Waffle IRONS.  
Lemon SQUEEZERS.

CROSSE & BLACKWELL'S  
— and —  
JOHN MOIR'S  
FAMOUS HOUSEHOLD  
STORES.

Wilihirs BACON in Wrapper.  
Irish Selected BACON in 2lb & 4lb Tins.  
Cumberland HAMS.

Breakfast TONGUES.  
Russia OX-TONGUES.  
Oxford SAUSAGES.

HAM, TONGUE, and Chicken SAUSAGE.  
Trussed SAUSAGES.  
Potted MATS and FISH.

Philippe and Caucaud's PATE DE  
FOIE GRAS.

Philippe & Caucaud's ASPARAGUS.  
GUS.  
Philippe & Caucaud's SARDINES.  
Gelatine LOZENGES.  
Assorted SWEETS.  
GELATINE.

Malle's French MUSTARD.  
Anglo Swiss CHOCOLATE and MILK.  
Anglo Swiss COCOA and MILK.  
Crosse & Blackwell's CHOCOLATE Assorted.

Schweitzer's COCOATINA.  
Van Houten's COCOA.  
Epp's COCOA  
COCAQUES.

Lobig's Extractum CARNIS.  
Smoked COD-ROES.

Dried SPROTES.  
Finlay HADDOCK.

HERRINGS A LA SARDINE.

Yarmouth BLOATERS.

Kippered HERRING.

Dried HERRING.

SARDINES with TOMATOES.

Assorted PICKLES.

Assorted JAMS.

Gulf's Foot JELLY.

Essences for Flavoring.

SAUCES.

SPICES.

Candied PEEL, ALMONDS.

CURRANTS in Bottles and Bulk.

Mincemeat; Caraway SEEDS.

Ground COFFEE.

Raw COFFEE.

PRESENT TEA in 5 Catty and 10 Catty  
Boxes; Good BREAKFAST TEA 25  
cents per lb.

Hongkong, November 22, 1880.

## Intimations.

THIS HAIR WASH has been prepared  
by us for the last 20 years. Its sale  
is steadily increasing in India, the Straits  
and Japan. It possesses all the qualities  
of a Hair Oil or Pomade, without their  
stickiness. It induces a healthy action of  
the scalp and nourishes the Hair. Bandage  
never appears whilst it is in use. It con-  
tains none but the best ingredients, and  
the greatest care is taken in the com-  
pounding. When the Hair falls off after  
fever or any other sickness, this Wash  
will surely prove of the greatest value.



## DIRECTIONS.

A small portion to be poured upon the Head,  
and to be rubbed into the roots of the Hair.  
No Pomade required.

## NOTICE.

Family Tickets, to admit Three, \$7.  
Drawing Circle, \$1.  
Stair's, \$2.  
Back Seats, \$1.

## Entertainment.

## THEATRE ROYAL.

## CITY HALL, HONGKONG.

SIGNOR CAGLIO's New and Much  
Augmented  
ITALIAN OPERA COMPANY.

## THIS EVENING,

9th December, 1880;

FIRST SUBSCRIPTION NIGHT.

"La Traviata."

SATURDAY, 11th Dec., 1880;

SECOND SUBSCRIPTION NIGHT.

"Norma."

MONDAY, 13th Dec., 1880;

EXTRA NIGHT.

GRAND REHEARSAL of "Norma" MELHORIO

VELA, Macario, M. Director, and

SIGNOR MILANTE VELA.

"Lucia di Lammermoor."

PRICES OF ADMISSION:

Family Tickets, to admit Three, \$7.

Drawing Circle, \$1.

Stair's, \$2.

Back Seats, \$1.

Doors Open at 8.30 p.m.

To Commence at 9.00."

Seats may be secured and Tickets ob-  
tained at Messrs. KELLY & WALSH.

Hongkong, December 9, 1880.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery.  
This Cargo has been landed and stored at  
that port, and the cost of insurance and  
expenses have been paid.

No Fire Insurance has been effected.

Ex D'jemnon.

S P (in triangle), Order, 60 bags Sharp  
Stones, from Madras.

M J Order, 147 bags Sharp Stones, from  
Madras.

G. de CHAMPEAUX,  
Agent.

Hongkong, December 9, 1880.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor  
Officers will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessel, during  
their stay in Hongkong Harbour:

IMPORTER, American ship, Captain B. F.  
Shurburne—Master.

HERMINE, German barque, Captain T.  
Moyer—Captain.

ANNIE S. HALL, American barkentine,  
Captain C. H. Nelson—Wieland & Co.

GOLDEN RUESS, British barque, Capt.  
J. M. Richardson—Siemens & Co.

CATHARINE, German brig, Captain A.  
Bulling—Arnold, Karberg & Co.

CADET, American brigantine, Captain J.  
W. Brown—Order.

CEVIALE, German barque, Capt. Nissen.  
Siemens & Co.

HUIT, German 3-m. schooner, Captain W.  
H. Ploetz—Siemens & Co.

ORION, German barque, Captain W. H.  
Ode—Siemens & Co.

STAR QUEEN, British barque, Capt. H.  
Brooks—Jardine, Matheson & Co.

Hongkong, January 1, 1874.

NOTICE TO CONSIGNEES.

S. S. "NIIGATA MARU," FROM  
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send in  
their Bills of Lading for counter-signature,  
and take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge or re-  
maining on board after TUESDAY, the  
7th Instant, will be landed and stored at  
Consignee's expense and risk.

No Fire Insurance will be effected.

MITSU BISHI MAIL S. C.,  
50a, Queen's Road Central.

Hongkong, December 6, 1880.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

NOTICE is hereby given, that the Light  
on BREAKER POINT was exhibited for  
the first time at sunset on the 8th Decem-  
ber, 1880.

The Illuminating Apparatus is a First  
Order Dioptric Oscillating Ld. alternately  
showing for eight seconds and suddenly  
disappearing for two seconds. It is  
a stone weight from S. 65' W. round by W. N.  
55' E., and red and white. The two  
bearings are made of iron taken from  
the vessel.

The Light is elevated 162' feet above  
the level of the sea, and in clear weather it  
should be visible at a distance of 19 nautical  
miles.

The Tower is round, of iron, 81' feet  
high, with a total height from the base to  
the lantern vase of 120' feet.

The Tower is painted in black and white  
horizontal bands, and the Dwellings and  
Boundary Wall white.

Approximate position—Lat. N. 22° 56' 30"  
Long. E. 110° 28' 10".

By order of the Inspector-General of  
Customs,

DAVID M. HENDERSON,  
Engineer-in-Chief.

Imperial Maritime Customs,  
Engineer's Office,

Hongkong, December 6, 1880.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship HESTER, Capt. GRANDIN,  
having arrived from the above-named  
Ports, Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading to  
the Undersigned for counter-signature, and  
to take immediate delivery of their Goods  
from Vessel's side.

Cargo impeding the discharge or re-  
maining on board after TUESDAY, the  
10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by  
SIEMSEN & Co., Agents.

Hongkong, December 6, 1880.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship HESTER, Capt. GRANDIN,  
having arrived from the above-named  
Ports, Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading to  
the Undersigned for counter-signature, and  
to take immediate delivery of their Goods  
from Vessel's side.

Cargo impeding the discharge or re-  
maining unclaimed after TUESDAY, the  
10th Instant, at Noon, will be subject to rent and  
landing charges.

All claims against the Steamer must be  
presented to the Undersigned before the  
10th Inst., or they will not be recognized.

No Fire Insurance has been effected.

RUSSELL & Co., Agents.

Hongkong, December 6, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship  
India, from London, in connection  
with the above-named.

They are hereby informed that their Goods  
are being landed and stored at their risk at  
the Undersigned, whence delivery before  
the 10th Inst. will be made.

Optional Cargo will be forwarded on  
the 10th Inst. to the Undersigned.

Cargo remaining undelivered after the  
10th Inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by  
SIEMSEN & Co., Agents.

Hongkong, December 6, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

## THE CHINA MAIL.

Mr. Halliar, Q.C., leaves by the French mail steamer for Shanghai to-morrow morning, in order to appear, for the owners of the *Bun Bin* (Singapore and Amoy), line of steamers, in the appeal case raised by the action of Mr. H. A. Giles, H. M. acting Consul at Amoy. It will be remembered that the £5000 imposed as a fine upon one of these steamers was paid into the Court of Appeal at Shanghai; but we understand that other suits are pending between the parties arising out of similar proceedings at Amoy. Mr. Halliar will be absent for about three weeks.

With reference to the case reported in another column against ten men of the *South American* which left for San Francisco to-day, we understand that they were taken

from Victoria Gaol on board the ship this morning and 50 men from on board the U.S. Corvete *Alert* were also placed on board, to take the vessel out to sea and to be at the disposal of the Captain should any disturbance arise. By the time the vessel was outside, however, the men had thought better of the position and come to their senses somewhat and were quite willing to resume work. The men belonging to the *Alert* returned to their ship and the *South American* proceeded on her way.

By the arrival of the steamer *Nomad* we learn that the light on Breaker Point, erected under the auspices of Mr. D. M. Henderson, on behalf of the Imperial Maritime Customs, was lighted for the first time last night. From the deck of the *Nomad* the light was visible for twenty miles, the night being clear and seasonable; and those whose opinion is worth having state that the new light will be of invaluable service to coasting and other vessels. It is pronounced by some to be not only the best but the most serviceable light on the China Coast. Considerable attention has lately been drawn to coast lights during the last few weeks, and some suggestions have been made which will probably be duly weighed by those responsible for this branch of the Customs service. But in the meantime the Inspector General and his Engineering Staff may fairly be congratulated upon the great advance which has been made of late years towards the satisfactory lighting of this Coast. Chelang Point is said to be the next rough piece of road to be got over in the march of enlightenment; and after that dangerous region has been properly lighted, it is most desirable that other points be looked to. While we are thankful for favours received, Mr. Henderson will not be disappointed if we also look for further favours in the same direction. The dues from which the sinews of war are furnished are continually being levied, and the Customs Department must equally continue unweariedly in this kind of well-doing. There is the somewhat complicated question of the Gap Rock light to be settled, and shipmasters are almost unanimous as to the desirability of this improvement in navigation. Let us hope that the satisfactory and creditable progress now noted will lead the sooner to the fulfilment of many hopes as to this still unassailed want.

The twenty-fifth Victoria Regatta, which will be held on Friday and Saturday next week, promises fair to be a successful and enjoyable meeting. In one principal feature the present will differ from previous Hong-kong Regattas,—in the arrangements made for the accommodation and comfort of the guests. There will be no flag-ship this year for their reception; for the presentation of the prizes and other little ceremonies of the meeting; but the arrangements which will take place of this, although the departure from old custom is a mere matter of necessity, no flag-ship being available, will, it is believed, meet with the hearty approval of those more particularly interested; and will probably be found a great improvement on the provision of former years. What it is intended to provide this year is a Grand Stand with full accommodation, for refreshments &c., on the other side of the harbour quite near the wharfing line. A very good view of the course for the whole of the deciding portion may be obtained from the shore. The Grand Stand will be erected just under the Police Station at the Point, on a piece of ground kindly lent by Mr. Edmund Sharp through his agent Mr. Davis. The finishing line, which will be right in front of the Grand Stand, will be about 100 yards nearer the Point than in former years. The arrangements for the real work of the Regatta are a little backward this year, owing to one or two circumstances which could not be foreseen and are to be regretted. The crews have not been quite settled in their own minds. Mr. E. L. Woodin, for the first time we believe in the Annals of our Regatta, will be prevented from taking any active part in the events of the day. This, as can well be understood, threw the arrangements out of some extent. Objections were lodged to the substitutes who are to take his place, but the master, his, fortunately, been smoothed over and all promises well for a good two days' sport, with some events of considerable interest.

In spite of the predictions having been somewhat backward and the short time that has now to elapse between the present date and the Regatta day, there is every prospect of some good racing. The crews chosen yesterday, and published in our last night's issue for the German and American Cups are pretty even, and the races should both be good ones. The former

event will be seen from the programme published in another column, in the 11th race on the first day, and the latter the 12th race on the second day.

The international Race, there will only be the two crews, Irish and English. The two have arranged that, "we understand, but who are to make, stand for England does not seem to be yet known. The newest feature in the programme this year is the race for pair-oared outrigger gigs; otherwise, the programme is very much the same as last year's. All that has to be desired now is weather favourable for practice; and above all suitable weather for the two days of the Regatta. We would direct the attention of all intending competitors to the advertisement over the signature of the Hon. Secretary to be found in another column calling on them to send in their names, weight, etc., on or before to-morrow, Friday, the 10th instant.

The festivity of the Immaculate Conception was celebrated here yesterday (8th) at the Roman Catholic Cathedral with the usual pomp; a solemn Mass was celebrated at 8 o'clock by the Right Rev. Bishop Ralmond, in which a large number of persons communicated. This is one of the principal festivities of the Roman Catholic Church all over the world, and occurs in Hong-kong, owing to the Cathedral here, bearing the name title of the Immaculate Conception. As has been the custom since the Catholic Circle was formed to celebrate the day with a social gathering in the evening. A Concert (vocal and instrumental) took place, and notwithstanding the attractive entertainment given elsewhere, a large number of persons were present, by invitation, among whom were H. E. Sir John Pope and Lady Hennessy, accompanied by Captain Francis, A. D. C., the Right Rev. Bishop Ralmond, and several other ladies and gentlemen. As regards the Concert, which was given by the Lyric Members of the Circle, it was a complete success, and was a credit to Mr. R. Plato, who must have taken great pains to arrange and adapt the music for the orchestra, &c. The principal pieces played were: Overture "Euryanthe," Weber; "Planete" (fourth); Selections from "Opera" (Monte-chi e Capuleti"; Bellini); piano, 2 violins and 2 cellos; a "German Air," Belgrave, violin solo, which was the best played piece of the night; two songs were also given, "Trotz Füchsen," Mino, and "Die Marien," Dostoy, on the organ, tenor and basso. A few other selections from Italian and German authors concluded the programme.

Defendant said he had not joined in the social gathering in the ship, as he had not been invited. As he had been the custom since the Concert was formed to celebrate the day with a social gathering in the evening. A Concert (vocal and instrumental) took place, and notwithstanding the attractive entertainment given elsewhere, a large number of persons were present, by invitation, among whom were H. E. Sir John Pope and Lady Hennessy, accompanied by Captain Francis, A. D. C., the Right Rev. Bishop Ralmond, and several other ladies and gentlemen. As regards the Concert, which was given by the Lyric Members of the Circle, it was a complete success, and was a credit to Mr. R. Plato, who must have taken great pains to arrange and adapt the music for the orchestra, &c. The principal pieces played were: Overture "Euryanthe," Weber; "Planete" (fourth); Selections from "Opera" (Monte-chi e Capuleti"; Bellini); piano, 2 violins and 2 cellos; a "German Air," Belgrave, violin solo, which was the best played piece of the night; two songs were also given, "Trotz Füchsen," Mino, and "Die Marien," Dostoy, on the organ, tenor and basso. A few other selections from Italian and German authors concluded the programme.

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Ninth and tenth defendants had only to say they had been two months in the ship.

The chief mate (Hosa Dowdall) said that on the 2nd inst., they were bearing south.

He called out to Howland and another to roll the sail up properly, and he afterwards said that the sail was not properly furled. Told the second mate to have the sail properly refurled. In consequence of a report from the second mate, sent for Cotton and told him he was trying to cause trouble in the ship, and he denied having told Howland not to furl the sail. Told him that the second mate had said he heard him; Cotton then said the second mate was a liar. Then struck Cotton and they closed together, were hitting each other for some time when the crew came aft. Had to say such things as brass knuckles on his hands. Cotton got hold of a belaying pin and they struggled with that until witness got to the cabin, where witness ran down and hit his leader, who then told him not all he did not know what they were going to do. They hustled the second mate and witness had to get them off the poop some.

Capt. Knowles, recalled, said he told Cotton he should see the Consul, and he did so.

Howland, the mate, was ordered to pay and paid a fine of \$5, and the man was ordered on board for a week. They all refused to go to their duty, and were sent to gao for seven days at the order of the Captain.

of the cabin and went on the poop with a revolver in his hand. He pointed the revolver at witness and said he would shoot every one who did not get off the poop. They all then went off the poop to their supper; was not touched. Had been nearly eight months in the ship.

Defendant said that after the work was done on the evening of the 2nd inst., the mate sent them all down to their supper. Peterson told him the mate wanted him on the poop. He went on the poop. The mate told him he was trying to kick up a disturbance on the ship by telling Howland not to go up and make a royal fast. Told the mate he had not so told. Howland a. Chief mate said he had, and then struck him three times. The crew were only besides themselves the second and third mates on the poop at the time. Then closed with the mate, who had brass knuckles on his hands. Then called to the crew to come aft and take the brass knuckles. The mate then held out his hands, which he meant to throw them overboard. The mate then struck him with a belaying pin for which they struggled. Got hold of the belaying pin and retained it after the struggle. The mate then went to the cabin and came up with a pistol. On the morning of the 3rd, all turned to and worked till eight o'clock. Reported the matter to the Captain, and said he wanted to see an English authority; "captain refused to let him go. Then the American Consul came on board, but they could get no satisfaction.

Had not worked since as he wanted to see a Magistrate.

Fourth defendant said he did not wish to go in that ship, as the master carried a revolver. Had been nearly eight months in the ship; was struck once last April.

Fifth defendant made the same defence. Sixth defendant refused duty because the master had brass knuckles on him; he had pointed a revolver at him, calling him a son of a b—, and threatening to shoot him. Had not been struck. Had been eight months in the ship.

Seventh defendant, and he could not join a crew where his life was in danger. Had two months in the ship.

Eighth defendant said he wanted to get clear of the ship. Had been two months in the ship. He had not been struck.

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Police Intelligence.

(Before the Hon. M. S. Tonnchy.)

Thursday, Dec. 9.

COUNTERTIME COIN.

Chan Afa, 33, hawker, was convicted of being in possession of four counterfeit and false dollars. Defendant was going away by the Canton boat when arrested by the Police Constable, and he appears to have endeavoured to make away with the coins, on sight of the Police Officer. Defendant said that he was a vendor of medicines, and that the dollars had been given him in payment by customers; he was sentenced to be imprisoned for six months with hard labour.

CHUNG ABING, 52, cooie, was charged with selling prepared opium without a permit from the Opium Farmer, and also with being in possession of prepared opium on the 8th inst. The first charge was not proved, but a small quantity of opium was found in defendant's house, which he said a friend had given him. Defendant was ordered to enter into recognisances in \$25 each, to be of good behaviour for three months.

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# THE CHINA MAIL.

[No. 5434.—DECEMBER 9, 1880.]

## Mails.



MITSUBISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

**T**HE S. S. NIIGATA MARU, Captain WALKER, due here on or about the 6th instant, will be despatched as above on SATURDAY, the 11th December, at Daylight.

Cargo received on board and Parcels at the Office up to 6 p.m. of 26th November.

No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken; otherwise they will not be recognized.

### RATES OF FREIGHT.

Cabin, Steerage.  
To KOBE, \$60 \$15  
YOKOHAMA & NAGASAKI, 75 20  
SHANGHAI & YOKOHAMA, 120 40  
Kobe, 95 30

A REDUCTION IS MADE ON RETURN CARGOES.

CARGO AND PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, No. 504, QUEEN'S ROAD CENTRAL.

Hongkong, December 1, 1880. — dell

**Occidental & Oriental Steamship Company.**

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.**

**T**HE S. S. GABRIEL will be despatched for San Francisco via Yokohama, on MONDAY, 13th December, 1880, at 7.30 p.m., to be followed by S. OCEANIC, on WEDNESDAY, 25th December.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; all same will be received at the Company's Office, until 4 p.m. the day previous to sailing.

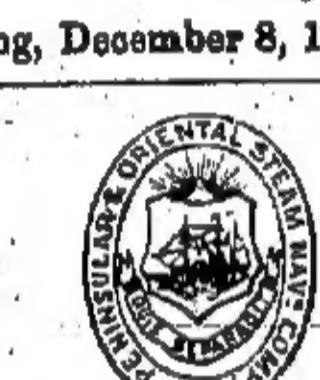
A Reduction of 25% made on all RETURN PASSENGER ORDERS ISSUED.

Consignee's invoices to accompany Overland, Mexican, Central and South American, and American, Office, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JR., Agent.

Hongkong, December 8, 1880. — dell



**STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, SOUTHAMPTON, AND LONDON; ALSO,**

**BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.**

**N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.**

**T**HE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship ANCONA, Capt. E. G. STEAD, with His Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, the 16th Instant, at 4 p.m.

Cargo will be received on board until 10 a.m.

Parcels and Specie (Gold) at the Office until Noon on the day of departure.

Silk and Valuables for Europe will be transhipped at Point de Galle; Tea and General cargo for London will be conveyed via Bombay without transhipment, arriving one week earlier than by the ordinary direct route via Colombo.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. MOLYER, Superintendent.

Hongkong, December 2, 1880. — dell

## INSURANCES.

**THE INTERNATIONAL MARINE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.**

**T**HE Undersigned having been appointed Agents of the above Company, are prepared to grant Policies on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & CO.

Hongkong, Nov. 27, 1880. — dell

## INSURANCES.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**HEAD OFFICE—HONGKONG.**

**A**CHIEVES in all the Treaty Ports of China and Japan, and at Singapore, Borneo and Pekin.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEES.**

JAS. B. COUGHLIN,

Secretary.

Hongkong, November 1, 1881.

## Insurances.

**YANGTSZE INSURANCE ASSOCIATION.**

**CAPITAL (Fully Paid-up)....** Tls. 420,000  
**PERMANENT RESERVE.....** Tls. 230,000  
**SPECIAL RESERVE FUND.....** Tls. 263,268

**TOTAL CAPITAL AND ACCUMULATIONS, 8th APRIL, 1880.....** Tls. 913,268

### Directors.

F. B. FORBES, Esq., Chairman  
W. M. BOYD, Esq. W. M. MAYERINE, Esq.  
J. H. PINCKEYSS, F. D. HITCH, Esq.

**HEAD OFFICE—SHANGHAI.**

MESSRS. RUSSELL & CO., SECRETARIES.

### LONDON BRANCH:

MESSRS. BARING BROTHERS & CO.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent  
68 and 69, Cornhill.

**POLICIES** granted on Marine Risks to all parts of the World.

Subject to a charge of 12% for Interest on Shareholders' Capital, all the Profits of the Underwriting. Business are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

**RUSSELL & CO., Agents.**

Hongkong, October 1, 1880. — dell

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

**HEAD OFFICE—HONGKONG.**

**POSITION** of the Company at the close of the last financial year, the 30th April, 1880.

**CAPITAL SUBSCRIBED.....** \$1,000,000.00  
**CAPITAL PAID-UP.....** \$800,000.00  
**RESERVE FUND.....** \$426,000.00

**BALANCE UNDIVIDED.....** \$70,278.45  
**DIVIDEND PAID TO SHAREHOLDERS**..... 20% per Annual  
**DIVIDEND PAID TO ALL CONTRIBUTORS OF BUSINESS**..... 25% on the amount of their Contributions.

**THE** Company grants Policies on Marine Risks to all parts of the World, payable at its Agents.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

### B. GOLDSMITH,

Acting Secretary.

Hongkong, August 13, 1880.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

**ESTABLISHED 1824.**

**CAPITAL OF THE COMPANY £1,000,000 Sterling** of which is paid up £100,000.  
**RESERVE FUND UPWARDS OF £120,000.**  
**ANNUAL INCOME £250,000.**

**THE** Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant insurance at current rates.

**HOLLIDAY, WISE & CO.**

Hongkong, October 15, 1880.

**THE LONDON ASSURANCE.**

**INCORPORATED BY ROYAL CHARTER**

**OF HIS MAJESTY KING GEORGE THE FIRST,**

**A. D. 1720.**

**THE** Undersigned having been appointed Agents for the above Corporation are prepared to grant insurances as follows:

### Marine Department.

Policies at current rates payable either here, in London or at the principal ports of India, China and Australia.

**Fire Department.**

Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**

Policies issued for sums not exceeding £6,000 at reduced rates.

**HOLLIDAY, WISE & CO.**

Hongkong, July 25, 1872.

**ROYAL INSURANCE COMPANY.**

**THE** Undersigned, Agents for the above Company, are prepared to grant insurances at current rates.

**MELCHERS & CO., Agents, Royal Insurance Company.**

Hongkong, October 27, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

**INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.**

**ESTABLISHED 1809.**

**CAPITAL £2,000,000.**

**THE** Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & CO., Agents.**

Hongkong, July 6, 1872.

**LANCASHIRE INSURANCE COMPANY.**

**(FIRE AND LIFE.)**

**CAPITAL—TWO MILLION STERLING.**

**THE** Undersigned are prepared to grant Policies against FIRE on Buildings or on Goods on Board Vessels and on Effects of Vehicles in Harbour, on the usual Terms and Conditions.

Proposals for Life Assurance will be received and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

**ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.**

Hongkong, January 6, 1887.

## Visitors' Column.

### HONGKONG RATES OF POSTAGE.

(Revised December 1st, 1880.)

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Papers, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, musical, &c. The charge on them is the same as for books, but whatever is written on a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt by paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N. R. means No Registration.

### COUNTRIES OF THE POSTAL UNION.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Daedai, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, Chili, and S. Africa.

### POSTAGE TO UNION COUNTRIES.

General Rate, by any route—  
Letters, 10 cents per 1/2 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books, Patterns and Commercial Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

### POSTAGE TO NON-UNION COUNTRIES.

General Rate, by any route—  
Letters, 10 cents per 1/2 oz.

Post Cards, 8 cents each.

Registration, 10 cents.